

Association formed in Fraserburgh 'Deckies' demand a share of the action

FRASERBURGH deckhands are demanding more say in how the fishing industry is run and last week they took the first steps to see that they get it.

Deckies were out in force at a meeting last Saturday, when the keel was laid for the Fraserburgh Deckhands' Association. Well over a hundred men pledged their support to an elected committee whose first job was to set the wheels in motion towards setting up a national committee. The fishermen claim that all major decisions affecting their future are made by skipper orientated bodies without consulting the deckhands. Bill Wilson (34), representative for the association, said: "There seems to be a clique in our industry — and that should not be."

"We should all know what's going on; after all, we're concerned with what happens to the fishing industry just as much as the skippers... it's our future and our livelihood as well, but on the whole, policy decisions are made and acted upon without interest in our opinion. We think it's time things changed," he added.

"Up until now we have usually been regarded as the silent majority," said chairman Peter McIntosh. "Maybe that's our own fault to a certain extent."

Now the newly formed group will ensure that their voice will be heard, but they stress they are not trying to "put a spanner in the works". Mr. McIntosh continued: "We see ourselves more as a pressure group within the existing fishermen's organisations."

On the wider issues, a show of hands indicated unanimous agreement with the committee that they should "start pushing behind the skippers" for a 50-mile limit. Said committee member Jim McHattie: "If we get a 50-mile limit we will have a livelihood and our bairns will have a livelihood."

However, on the domestic side, the organisation will have plenty of teething material, for a few problems were outlined which will be investigated and, hopefully, ironed out.

A particular sore point with some of the deckies is their uninvited alteration in employment classification. Mr. McIntosh told *Fishing News*: "Skippers made the decision that we should be classed as self-employed. It was done supposedly in our own interests, but we weren't even asked."

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Fyldea keeps up good run

FLEETWOOD'S Skipper Victor Buschini continued his excellent run of success in the stern trawler *Fyldea* last week when he brought the vessel back to port with 1,830 high quality kits.

"This catch included more than 1,600 of cod, 30 of mackerel, 110 of eulachin and 40 of reds, which sold for £42,842, after an 18 day trip.

There was only one other catch from Iceland landed during the week. This was brought in by the side trawler *Ellie Hewitt* (Skipper Jim Buckley).

"This vessel worked Rockall on her way back to port which increased her catch by around 150 of haddock, but her total of 1,792 kits, including more than 1,400 of cod, made a total of £30,492 — a disappointing figure for the amount of fish.

For those vessels forced to work middle water grounds because of the Oslo agreement, it was again Rockall which provided some assistance.

The 130ft. stern trawler *Armana* (Skipper John Burns) went to the area and returned after only eight days with 864 kits, almost all haddock, which sold for £10,505.

The area proved an attraction for *Armana's* sister-ships *Idena* and *Navea*, after they had spent the early part of their trips in the hunt for hake and cod.

Idena, commanded by the regular skipper of the big stern trawler *Jacinta*, Bill Taylor, returned to port with 1,052 kits, including 35 of hake, 120 of cod, 400 of haddock, and 10 of roker, which sold for £17,818.

Navea, (Skipper Tommy Watson) also found Rockall a happy hunting ground when she caught 800 of haddock on top of 15 of hake, 50 of cod, 40 of eulachin and 12 of roker. Her total of 736 kits sold for £12,476.

It was, however, not only the stern trawlers which found fishing good in the middle water area. The 132ft. side trawler *Wyre Defence* made £11,406 from 686 kits, including 45 of hake, 200 of cod, 170 of haddock, 80 of eulachin and 15 of roker.

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SURPRISE CATCH FOR FLEETWOOD

THERE was an unexpected catch for Fleetwood last week when the Hull stern freezer *Northella* arrived with a cargo of 300 tons of frozen fish.

The vessel, owned by J. Marr and Son Ltd., was working off the Norwegian Coast when she developed mechanical problems. She put into Norway, but it was decided to bring her home.

But Hull was not able to cope with the vessel in addition to the freezers already in, so she was diverted to the west coast.

Northella, commanded by Skipper Ted Fox, was unloaded, repairs carried out and she sailed last week for the distant-water grounds.



Skipper Ted Fox of *Northella*.

Pair record goes

GRIMSBY pair trawlers *East Bank* (Skipper Jerry Lee) and *Searcher* (Skipper Borge Nejrup) continued their remarkable run of successes with a new port daily average record on July 20.

After a lightning 7-day North Sea trip, they landed a combined total of 898 kits, mostly quality codstuffs, a gross £21,421 through the Tom Slight (F.S.) Ltd. agency, and smash the port daily average, set by the *Bejon* boats only a week earlier, with £3,060 between them, or £1,530 each per day.

h but unluckily landed on Wednesday last week, the busiest single day at Grimsby this year, when landings topped 10,000 kits — or otherwise would surely have bettered her £20,215.

The tussle for top spot with the seiners was once more a close thing between the Thomsen brothers, Villy and Harry, with Villy in *Rosmine* just pipping his brother by a few pounds in *Limanda*.

Jasmine sold her big catch of 331 kits for £7,393 through the Chapman agency.

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SKIPPERS TO JOIN NEW ASSOCIATION

GRIMSBY'S 200-strong Trawler Officers' Guild will cease to exist by the end of the year and its members will be absorbed into the Merchant Navy and Airline Officers' Association.

The secretary of the Grimsby Trawler Officers' Guild, Dave Hawley, told *Fishing News* that four general meetings had recently been held to assess members' reactions to such a move.

He said that on each occasion the trawler officers present had unanimously agreed their future interests would be best served by the association, which has a membership of over 35,000 officers.

Following these meetings, an approach was made on behalf of the Grimsby Trawler Officers' Guild and last week the Merchant Navy

and Airline Officers' Association agreed in principle to a transfer of engagements, which is the procedure by which the Guild will become absorbed.

Mr. Hawley added that both organisations were advancing the arrangements and hoped most of the formalities would be completed by the end of September and the transfer of Guild officers by the year end, or sooner.

The Grimsby Trawler Officers' Guild was formed in the 1930's and is understood to be in its 40th year. Among the founder members was the Guild's president, Skipper Jack Evans, who with Mr. Hawley, has represented the

Guild during the complex negotiations with the association.

For many years the Guild has resisted various attempts to join other organisations, always preferring to remain independent.

However, recently the decline in the numbers of trawlers operating from Grimsby has been so drastic

its membership has declined to the point where it is only just holding its own.

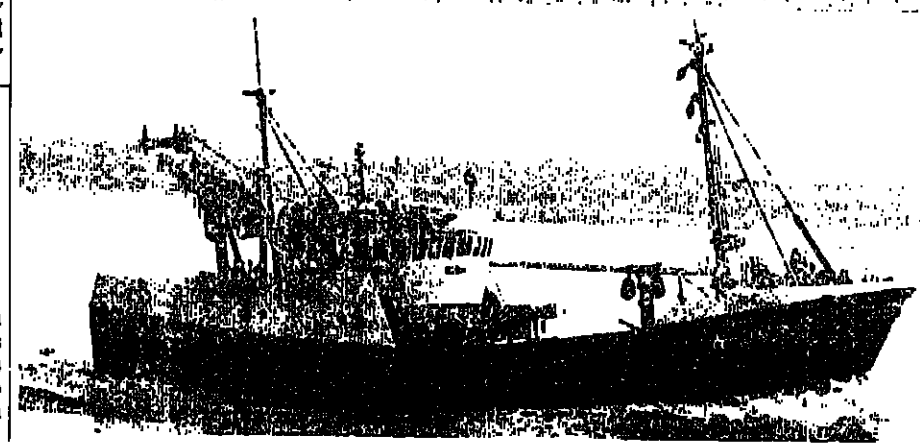
Mr. Hawley said he was "well satisfied" with the outcome as there were considerable benefits from membership of such a large body. Providing no snags cropped up, he would accept a new post within the association at Grimsby.

GETTING TOGETHER

THE POSSIBILITY of setting up an arbitration board to settle fishermen's claims for loss or damage to gear as a result of a trawling is to be discussed at a meeting in Berwick.

The meeting is between representatives of the Anglo-Scottish Fish Producers' Organisation and the Northumberland Fishermen's Federation.

Restrained start for purser



The purser *Spesmagna* recently delivered to Northern Ireland.

SCOTLAND'S latest purse seiner, *Silvery Sea* (OB245), has not got off to the best of starts. Poor herring fishing on the west coast and restrictive quotas on the east coast have not allowed her to show her paces.

Silvery Sea, completed in Holland, is the third in a series of 90ft. vessels for British owners from the Manskant yard at Stellen-

dam.

Two of these vessels are for Northern Ireland and one was built for Alec West of Gardinstown. *Silvery Sea* is owned by the Manson family of Mullagh.

"What herring there was, was in shallow water," he said. Asked how they had fared on the east coast, James Manson's reply has the same ring of irony found among most fishermen when summing up the situation today.

"We have gone through the weekly routine with the rest of the fleet. Taking aboard good catches and giving most away to other boats so as not to overstep the landing allowances," he said.

Most boats are having to tie up once they have taken their catches and wait for a fresh week and a new quota. Asked what he thought of the two-day week, James Manson said: "It won't pay a boat."

Silvery Sea is powered by a 1,000hp Mirreless Blackstone engine. Karmoy are the suppliers of most of the deck gear including a 22-ton winch. Her chilled sea-water tanks provide 900 units storage capacity.

Two "specials" in the wheelhouse are a Furuno 64-mile radar and a Koden net monitor.

Big welcome for Adelphi

THE COMMISSIONING of Anstruther's latest trawler, *Adelphi*, was celebrated in style last week. Over 200 guests attended a party at the Craw's Nest Hotel to welcome the new 74ft. vessel.

The steel hull of *Adelphi*, was built at the McTay yard near Liverpool and fitted out by the Miller yard at St. Monans. Skipper Peter Murray told *Fishing News* that he expected to start fishing next week.

After complimenting his wife on the fine job she had made of launching the vessel, Peter Murray said he was pleased to see so many guests had turned up to give his new boat a great send-off. To

Routine

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PRICES ROCKET UP AT GRIMSBY

EVEN a plague of ladybirds, some of them large enough to nip the unwary, could not dampen quayside trading at Grimsby last week.

The unseasonal scramble for fish, mainly by the frozen food companies and bulk processors, pushed prices higher and higher despite very heavy landings in excess of 35,000 kits.

With swarms of the insects invading the fish docks daily and making a nuisance of themselves, tempers were at times strained, particularly among the filleters who deal with the heavy catches, but generally good sense prevailed with everyone delighted to see the port so active at this time of the year.

The distant water trawlers again showed the recent recovery in grossings was no flash in the pan and there were a whole string of big earnings.

Skipper Barry Stokes in the big BUT's sidewinder *Ross Renown*, standing in for Harry McCall, led the way with £54,800 from 2,424 kits of fine Icelandic codstuffs.

A really fine 13 day mixed trip from BUT's *Ross Cougar* (Skipper Jack Major) was the pick of the middle waters.

She turned out 1,191 kits, including nearly 500 of haddock and over 200 of skate.

h but unluckily landed on Wednesday last week, the busiest single day at Grimsby this year, when landings topped 10,000 kits — or otherwise would surely have bettered her £20,215.

New research vessel for Scotland

THE CARDIFF Boat Building Co. has recently completed a research vessel destined for use by the University of St. Andrews.

The vessel is based on the Mk.II halmatic 36 hull and has been built to the usual high standard associated with the Cardiff Boat Building Co.

The new vessel, called *Homarus*, will operate from Anstruther and will be engaged on biological research, obtaining live samples of a variety of fish and organisms.

For this work she is equipped to handle most types of fishing gear and has an interesting tilting gantry for bringing samples directly back on board.

The gantry support is attached to the main arm by a sliding mechanism. When extended, the gantry plums over the stern and when the hauling wire comes up two blocks, the gantry automatically comes inboard where it can be locked and the sample lowered on deck.

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Published weekly.
Postal subscription rate £7 per annum
£7.50 overseas
Registered as a newspaper at the Post Office.
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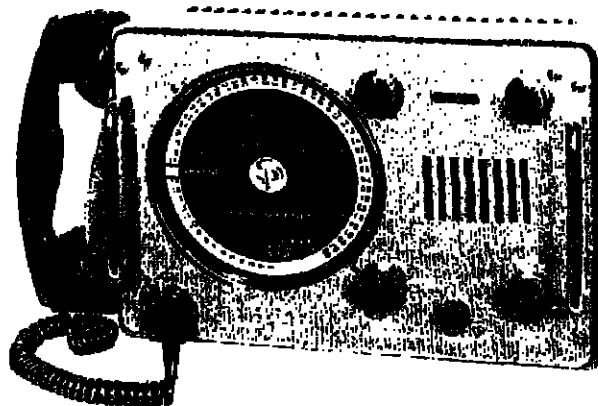


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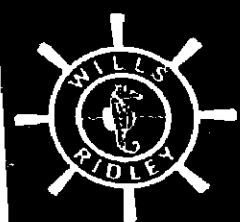


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Scarborough boats boost wet fish supplies at Hull

SCARBOROUGH boats
trawling in the North
Sea and landing some
of the catches at Hull
are making very
welcome supplements
to the port's wet fish
supplies.

So far, discharges have
been confined to two vessels,
but the extent of trade in-
terest strengthens a belief
that other vessels will follow.

Direct landings at Hull by
Scarborough trawlers began
on June 24 and up to July 22
five shots had been put
ashore: four by the 68ft.
Pathfinder and one by *Good
Intent*.

Pathfinder actually com-
pleted five trips, a discharge
at Scarborough interspersing
her Hull calls. Even so, the

whole of this landing was sent
overland to Hull.

Total landings by
Pathfinder at Hull and Scar-
borough in the period
amounted to 16,050 stone,
which made £31,503 on the
Hull market.

The first direct landing at
Hull by *Good Intent* was on

July 15 when a turnout of 203
kits made £4,849.

Both Scarborough vessels
are skippered and owned by
members of the same family.
"Bob" Mainprize commands
the 21-month-old *Pathfinder*,
while his father "Donk"
Mainprize, who helped him in
the designing of this vessel,

takes out *Good Intent*.

Landing agents for the two
Scarborough trawlers are
Thomas Hamling and Co. at
Hull and the Scarborough
Fish Selling Co. at Scar-
borough, where the latter
firm also look after Hamling's
local fishing interests.

Shortly after *Pathfinder*
discharged at Hull last week,
Bob Mainprize told *Fishing
News* that he was delighted
with the way things were go-
ing. He said the vessel only
had three hauls during the
trip just finished and that the
catch had been an excellent
quality one.

Discussing his vessel
equipment, he said the Mark
Freeman trawl carried was
working very well and the
Simrad EQ sounder had
proved very efficient.

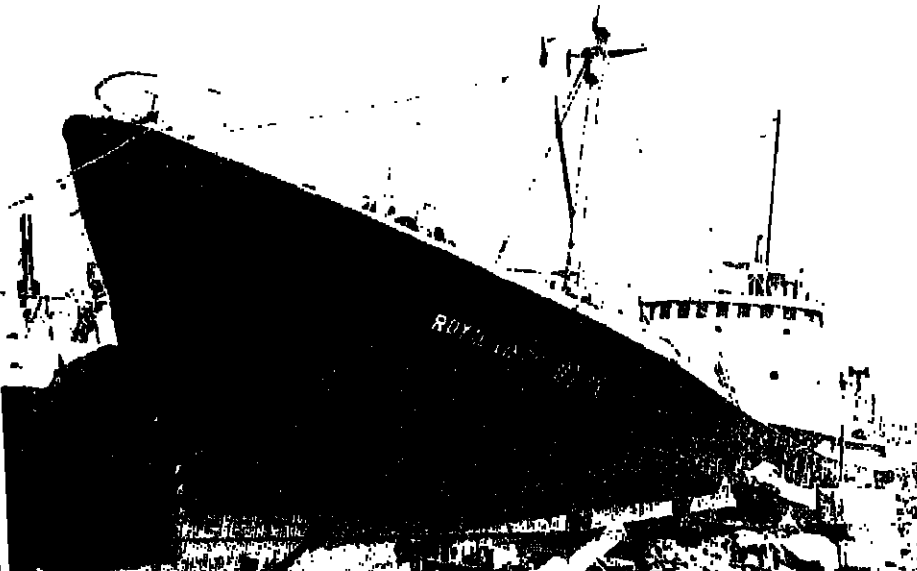
He went on to say: "Last
week I ordered two further
Mark Freeman trawls of the
same design, but with longer
cod ends."

The Mark Freeman trawl
is named after its designer,
former North Sea skipper
who now manufactures nets
at West Street, Bridlington.

Freeman trawls are
already in wide use on the
east coast. Newington vessel
at North Shields and
Bridlington's *Louis Anne* are
now fitted with them.

Another similar trawl has
just been made at Eymouth,
while Thomas Hamling and
Co., besides ordering a Mark
Freeman trawl for *St. Gills*
for home water fishing, has
had its stern freezer *St.
Jerome* equipped with a
scaled-up version.

LAST STEAMER GONE



The end of the line for *Royal Liners*, the last steamer, seen in a Grimsby breakers yard.

ALL HOPES of ever put-
ting steam trawlers back
fishing vanished at
Grimsby last week when
the 697-ton *Royal Liner*
was towed out of the fish
docks and joined her
sister-ship *Coldstreamer*
half-a-mile away at a
shipbreaker's yard in
Grimsby.

Royal Liners, owned until
the scrap deal by British
United Trawlers (Grimsby)
Ltd., was the port's last
steamer which had been laid
up since the spring together
with five others, all now sold.

Only one vessel, *Black
Watch*, is still in circulation
converted to a wreck recovery
ship, while the others,
culminating in the recent
sales of *Coldstreamer* and

Royal Liners, have gone for
scrap.

Royal Liners was built in
1955 by Rickmers Werft of
Bremerhaven, Germany, and,
as with the disposal of
Coldstreamer (*Fishing News*:
July 23), she has been sold to
Blyth Shipbreakers Ltd. and
is to be broken up in her
former home port at the yard
of the Grimsby Shipbreaking
& Marine Supplies Ltd. Both
companies are subsidiaries of
C. F. Booth Ltd. of
Rotherham.

This final sale marks the
end of an era in Grimsby
stretching back to the 19th
century when, for nearly 70
years, the prosperity of the
town depended upon the huge
fleets of steam trawlers which

FLEETWOOD'S NEW LIFEBOAT NAMED

FLEETWOOD'S new
lifeboat *Lady of Lancashire*
was officially named last
week by the Duke of
Kent.

The vessel, which cost
more than £100,000, has been
paid for by a Lancashire
businessman who remains
anonymous.

At the ceremony the Duke
said of the gesture: "I con-
sider it a thorough inspiration
to us all that someone should
be willing to act so generously
and yet, by retaining his
anonymity, not be able to
receive personally the
gratitude that is his due."

The blessing of the boat
was conducted by the Bishop
of Lancaster, the Rt. Rev.
Dennis Page, Coxswain of the
boat is Skipper David Scott

who commands a local in-
shore trawler.

He comes from a highly-
respected local trawling line
with his father, Skipper
Charles Scott, having been
one of the port's leading in-
shoremen for several years.

At 26, Skipper Scott is the
youngest RNLI coxswain in
the country.

On the same day there was
a welcome change of fortune
for *Jadestar Gipsy*, which has
been plagued by mechanical
trouble since being put back
into service after being tied
up for several months.

Skipper Jim Brodie
brought the vessel in from her
latest voyage with 137 kits,
which sold for £3,200.

Northern areas paying off for Milford Haven

MILFORD HAVEN'S
larger vessels are again
working the northerly
grounds with some
success. Last week the
top ship was *Picton Sealion*
(Skipper Trevor Salter)
which returned to port
with 185 kits, which sold
for £4,270.

Between them the vessel
landed a total of 120 of cod,
40 of whiting, 100 of haddock,
five of turbot and brill, 10 of
plaice and three of sole.

It was also a successful
week for the pocket trawler
Westerdale, skipper-owned
by Bruno Linke. In company
on her latest voyage was
Skipper Frank Reynolds and
his son, who landed 160 kits.

On the same day *Picton
Sea Eagle* (Skipper John
Donovan) landed 160 kits,
which sold for £3,686. Seven
of cod, 40 of whiting, 100 of
haddock, five of turbot and
20 of plaice and 10 of sole
were the vessel's main
varieties.

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'Too much illegal trawling' —sheriff

A SKIPPER had his gear
forfeited and was fined
£80 at Stornoway Sheriff
Court last week for
fishing inside the three-
mile limit.

Skipper Norman A.
Macdonald of the Stor-
noway vessel *North Star*

said that he had gone in-
side the limit to shallow
water, 0.9 miles off the
east coast of Lewis to get
rid of a boulder caught in
his nets.

Referring to the case,
Sheriff Scott Robinson
said he was having to
deal with many cases of
illegal trawling coming
before him at the
maritime court.

LINERS FIND THE DOGS

INSHORE liners working
from Grimsby for the
summer dogfishing en-
joyed one of their best
spells last week.

Over 1,500 kits were
landed from 14 different
vessels and, with prices
holding firm around the
£18 to £21 mark per kit of
unprocessed fish, there
were some fine grossings
to make up for the early
season disappointments.

Four vessels, *Tradition*,
Shepherd Lass, *Wellspring*

Freezers for Australia

BRITISH United
trawlers has announced
plans to operate some of
its freezer trawlers off
Australia.

The company intends
to form a joint venture
with the Southern Ocean
Fish Processors Pty., of
Perth, subject to satisfac-
tory assurances, for an in-
tegrated catching,
processing and
marketing operation of
white fish at Albany,
Humber port.

Initially, BUT hope
three freezers, crewed by
about 100 Humber-side
fishermen, will transfer
and other vessels may
follow.

and *Betty* managed
catches which turned out
over 100 kits each from
one landing with Skipper
Dennis Jewitt in *Tradition*
top tripper with 130 kits.

Earlier in the week,
when prices had fallen
below £18 for several
vessels, *Tradition* had also
managed a fine catch of
69 kits and, because of
the slack tides and im-
proved fishing, nearly
everyone managed two
landings to boost their
earnings on the buoyant
markets.

Most of the fish was of
excellent quality and *Betty*
(Skipper Teddy Jones)
came up with a 21
pounder on July 22 —
thought to be one of the
largest fish ever landed
by the inshore.

Betty, like *Tradition*, is
owned at Grimsby by
Sam Chapman & Sons
Ltd. and the firm added
another visitor to their
books when the Scar-
borough inshore trawler
Magdalene Ann (Skipper
Brian Cox) made her first
appearance at the
Humber port.

The smart 24-tonner
got off to a flying start
with two trips inside 48
hours of 43 and 60 kits.
Top average price of
the week went to the local
agency.



The Scarborough inshore
vessel *Magdalene Ann* (Skipper
Brian Cox) which made such a
good start with the dogfish on
her first visit to Grimsby this
year.

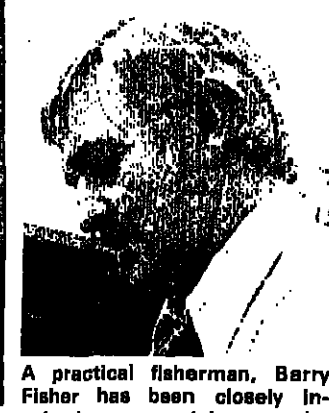
BELGIANS IN AT HULL

LANDINGS of Belgian
trawlers at Hull are in-
frequent but the port had
one on Tuesday. The
Zeebrugge-based *Carolina*
made £14,427 for 628
kits, including 548 kits of
flutfish.

Top speakers set for Aberdeen conference



A practical fisherman, Barry
Fisher has been closely in-
volved as an advisor to the
United States Government on
moves towards a 200-mile
limit.



Mr. A. I. B. Stewart, CBE,
president of the Scottish
Fishermen's Federation.

FISHERMEN with a lot on their minds will have
a chance to speak out at a two-day conference
in Aberdeen. Although a big line-up of inter-
national fisheries experts will be speaking,
plenty of time has been arranged for open dis-
cussion at the Aberdeen International Fisheries
Conference on September 16 and 17.

The conference is being
staged in conjunction with the
Catch '78 fishing exhibition
and is being sponsored by the
Scottish White Fish
Producers' Association.

The scope of the conference
will be wide, covering both
deepsea and inshore fishing.
Fish marketing, technology,
oil-fishing relationships and
conservation are conference
topics which have attracted
top experts to speak. Leading
politicians will feature in
what is expected to be a lively
debate on the pattern of UK
fishing in the European
Economic Community.

Following the opening of
the conference on Thursday,
September 16, by Lord
Lennox of Aberdeen, who
will be welcomed

by Mr. A. I. B. Stewart,
CBE, president of the Scottish
Fishermen's Federation.
Mr. S. Markuss, fisheries
director of Samsø and
Iceland, the body which
organises marketing for the
Icelandic Fishermen's Co-
operatives, will give his coun-
try's views on conservation
questions, after which Mr. R.
B. Fisher will again speak.

Mr. D. Driscoll, an inter-
national lawyer, will give his
assessment of the conserva-
tion regime of the North East
Atlantic Fisheries Commis-
sion before the conference
moves on to the relationship
between the interests of the
fishing industry and those of
the offshore oil operators, dis-
cussed by a spokesman for
the United Kingdom Offshore
Operators' Association.

Mr. Gilbert Buchan,
MBE, of the Scottish
Fishermen's Organisation
Ltd., a spokesman for the
Anglo-Scottish Fish
Producers' Organisation Ltd.,
and Mr. R. A. Allan, chief
executive of the Aberdeen
Fish Producers' Organisation
Ltd., will each then speak
once more, before the con-
ference turns to an open dis-
cussion on conservation.

The first speaker at the
Friday morning session, will
be Austen Laing, director
general of the British
Trawlers' Federation Ltd. He
will talk on marketing
problems, with particular
reference to producer
organisations and methods,
as well as a spokesman for Mac
Fisheries Ltd. Again there
will be an open forum on the
subject before lunch.

The afternoon session is to
be devoted entirely to the
future shape of UK fisheries
within the framework of the
EEC and the first speaker on
this subject is to be Mr. T. R.
Fraser, the Scottish Liberal
Party's official spokesman on
fisheries. Mr. Hamish
Watt, MP, the Scottish
National Party's official
spokesman on fisheries
matters, will follow Mr.
Fraser and the Conservative
viewpoint will then be put
by Mr. A. Buchanan-
Smith, MP.

The discussion on Europe
will be rounded up by an
EEC Commission
spokesman, as yet unnamed,
and by Mr. John Tomlin-
son, MP, Parliamentary
Under Secretary at the
Foreign Office, who will out-
line the Government's policy
and intentions.

A general forum, open to
delegates speaking from the
floor, will then be the discus-
sion.

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STOUT 'SAREPTA' PACKS 80 hp

ONE OF THE largest wooden cruiser-sterned boats to come from a Scottish yard in recent years has been completed by the Sandhaven yard of J. and G. Forbes and Co. Named *Sarepta*, she has been built to the order of Skipper John Noble of Fraserburgh, formerly mate aboard the 80ft. wooden boat *Kallista*.

With an overall length of 86ft. and registered length, 78ft. 6in., *Sarepta* has a healthy beam of 23.1ft. and net registered tonnage of 83.15.

She is equipped for seining, single and two-boat trawling, and carries separate seine and trawl winches.

Her power block assembly is of unusual design and has been put together by the Fraserburgh firm of May and Bruce.

The block is a 24RA model from Rapp Fabrikker and it is mounted on the end of a derrick of telescopic design which incorporates a hydraulic cylinder to allow the block to be extended further out from the end of the derrick.

Sarepta is powered by a Caterpillar D308 engine which gives 850 hp at 1,225 rpm to drive a Pay and Brink variable pitch propeller through a P. and B. 3.9:1 reduction gearbox.

A Dowty variable displacement hydraulic pump to drive the seine and trawl winches is driven off the forward end through a Northern Tool and Gear step-up gearbox. Other equipment driven from the engine includes a 22kW 110V Transmotor generator, an AC90 24V alternator and a 2in. Desmi bilge and general service pump.

The auxiliary engine is a Caterpillar 3306 which develops 125 bhp and runs at a constant speed of 2,000 rpm.

It drives another Dowty variable displacement hydraulic pump through a Caterpillar clutch, and so the main or auxiliary engine can be used to drive the seine and trawl winches. Changeover between the two pumps is by a valve.

Also driven from the auxiliary engine are the Vickers V36 power block pump, a 20kW 110V Hugh J. Scott

generator and a 3in. clutch-operated Desmi pump. Both main and auxiliary engines were supplied by Caledonian Engines, Glasgow.

A total of 4,000-gallons of fuel oil are carried in engineroom tanks, while the 500-gallon fresh water tank is in the forepeak.

Northern Tool and Gear Co. of Arbroath supplied the heavy-duty trawl winch and the Mk.II seine net winch.

Both winches have worm and worm wheel drive and are driven by Downmatic high-speed, low-torque, hydraulic motors which are fitted on the outside of the winches.

The seine winch lies aft of the trawl unit and seine ropes are fed into storage bins by a Beccles collar.

A stout beam set into the after end of the deckhouse carries the double-sheave towing blocks and replaces usual deck-mounted gallews.

Another unusual feature is the (Humber St. Andrews-type) warp tension meters, which are now being supplied by Robertson's of Fleetwood. There are two sheaves under which the load cells are fitted: one sheave for each warp.

One sheave is located on deck, directly below the aft port towing block, while the other is fitted on the aft side of the fishroom hatch.

This unusual arrangement allows each warp to pass over a sheave during both single-boat and pair trawling operations.

When pair fishing, *Sarepta* will haul both warps through the port towing block. From here the port warp will be led over the sheave mounted on the deck below the towing block, while the starboard warp will pass over the sheave mounted on the fishroom hatch.

When single-boat trawling, *Sarepta* will tow her gear over the stern and both port and starboard towing blocks will be in use.

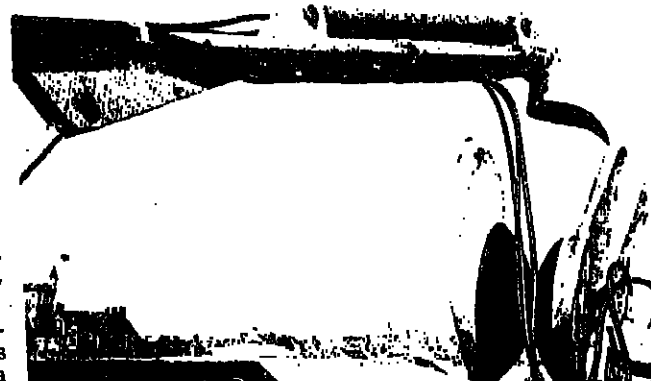
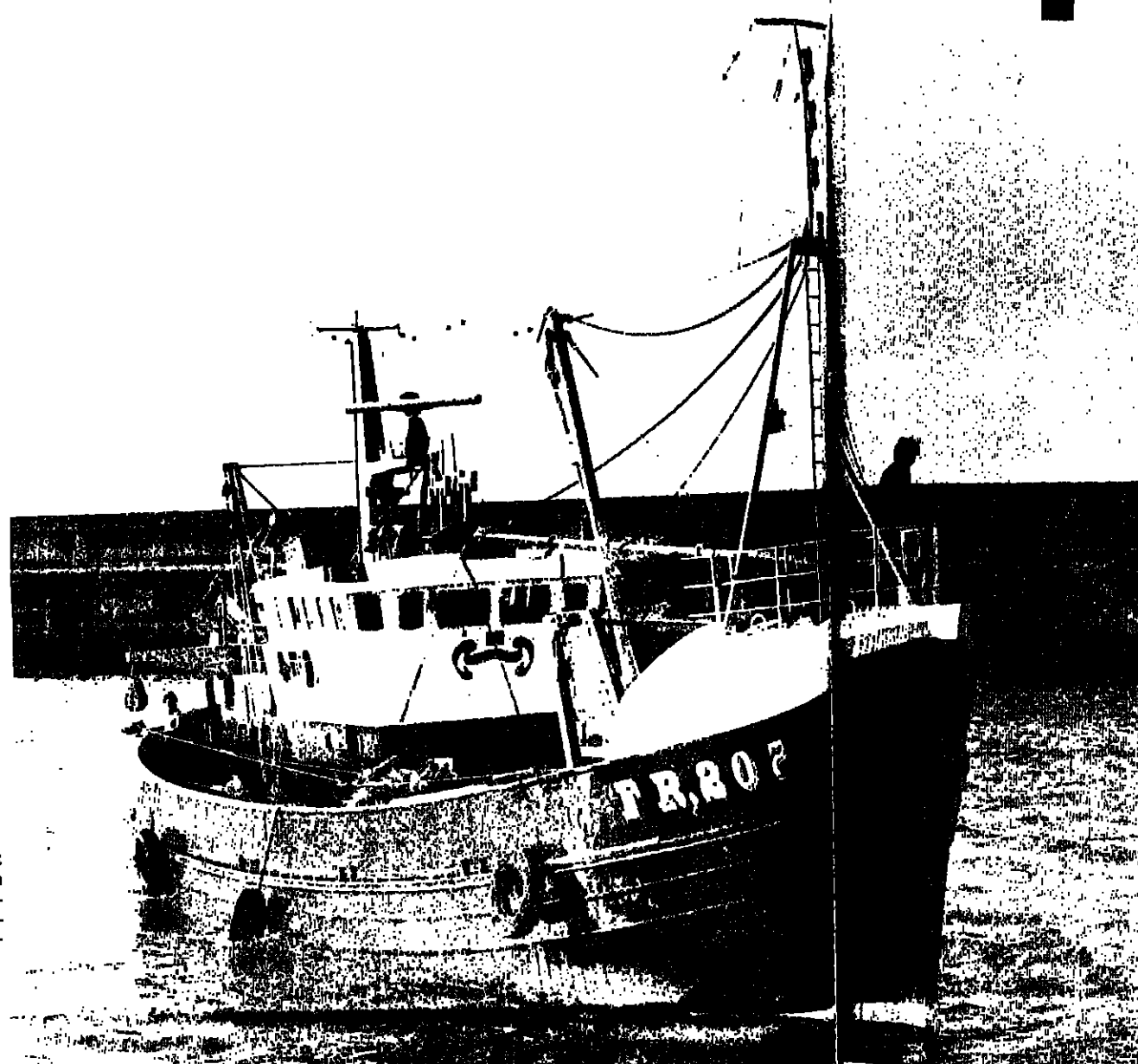
The starboard warp will still be able to pass over the sheave on the fishroom hatch.

Other deck equipment includes Whale seine rope leads, Chalmir rubber-cased floodlights and a Rapp anchor winch driven from the power block pump.

The fishroom is insulated on the bulkheads and is fitted with aluminium stanchions and wooden pond boards. Deckhouse and whaleback

Turn to page 12

The 80ft. *Sarepta* (right), latest addition to the Fraserburgh fleet, is equipped for seine netting, and single and pair trawling. Below: *Sarepta's* power block.



'Cooled' steelawler

OLGARRY — the first steel trawler from an Irish Sea Fisheries Board (BIM) boatyard — is now starting work under Skipper Noel McGing.

As reported in *Fishing News* last week, she is the first in a line of steel trawlers from BIM's Killybegs yard and, at 87ft. 3in., is the largest craft BIM has built so far. Beam is 24ft.

and moulded depth, 12ft. 14in. The switch away from wood is now becoming marked in Ireland with the number of GRP small boats steadily growing and ferro-cement vessels coming on the scene. A 40ft. cement boat is building and UK GRP hull builders are eyeing the Irish market seriously.

McGing's Olgarry is a half step forward for the BIM as she is designed as a side trawler and has a round bilge form, transom stern, raked soft end and whaleback. Port is fitted aft so she can go sailing.

Watertight bulkheads divide the hull into six compartments: a net store, fish hold, engine room, accommodation and a tank.

Following BIM's theme of improved quality, Olgarry has a full and cooled fish hold, with electric controls to ensure a constant temperature.

Powered by a Caterpillar 850 hp which drives a Gertsen 1,800 mm. propeller in a Kort nozzle and a G. gearbox.

In which is a Brattvaag 16-drum unit, driven by the electric pump off the main shaft. Also on deck are a windlass, boom swinger, hoist, Alao on deck are a power block and transport fish pump of Rapp.

For communication, there is a 15 radio telephone and a Decca RM916 radar, a plotter with plotter, auto 50M and an amphibious log. Vessel communication is via Decca Audix Intercomm.

Other side include: Simrad sounder; EQ 38 echolot; complete with M.A. bottom and C.I. echo scope; sonar complete with CM and separate display Decca. The cable winch on Sails.

AT LAST the tide of adversity has turned and the long wait for better times has become a reality. There have been greatly improved fishing and grossings for Grimsby's small boat operators.

Not since the late summer of 1973 has there been anything comparable with the good catches and respectable grossings by the port's seiners and pair teams.

Ironically, the weakness of the pound sterling is one important factor which has made foreign imports dearer so quayside prices, particularly for cod and codling, have hardened at a time when demand usually ebbs.

However, in spite of these encouraging signs, there are still vessels "in the red", working off last year's debts. The impression of affluence created by these healthy earnings is often a gross misrepresentation.

Nowhere is this more so than among some of the in-shore liners working dogfish from Grimsby during the summer.

Many journey from Yorkshire and East Anglia annually to catch the better markets at Grimsby and a proportion rely on their annual turnover from about 40 weeks fishing, with nothing coming in at all during the remaining weeks. So, isolated bumper trips can be misleading.

This summer, in contrast to the seiners, dogging is very much a hit and miss affair, as skipper-owner Mike Barker of the 54ft. Bridlington in-shore *Pioneer* (KY 35) explained.

"There's that much prime

INSHORE at Grimsby

A MONTHLY FEATURE

feed in the water that the dogs are a bit finicky and you never know what to expect, but what fish we are getting are, by and large, a pretty good sample with some very large bitches about.

"We've had 46 kits on as many as 96 lines and the next trip over 100 kits on 40 lines!"

A major problem facing skippers is the price of bait, with prepared mackerel making about £2 per stone (and herrings over £3), but the problems don't end there. Tangled lines "blathered" in algae take hours to unwind before the tedious process of hauling up again can begin. Wobbly markets, hit by the heatwave, are making life extra hard.

Latest recruit to the Grimsby-owned fleet of liners is the former Stonehaven fly-shooter *Beallach Mìle* (A 206), which for readers without Gaelic translates into Sweet Promise.

John Allen and partners brought her down at the start of the season and, with Skipper "Rat" Crawford at the helm, she is living up to her name through the Tom Sleight (F.S.) Ltd. agency. Also joining in after whelking since Christmas is *Shepherd Lad* (Skipper Lol Washington).

Despite the rough weather early on, she has come through the season fairly well with upwards of 21,000 wash, but not everyone is going over to lining. Skipper Nio Miles in his *Myrtle* is still trawling

successfully, especially when the soles are about.

Back at Grimsby after a spell being re-engined at Scarborough is the Sam Chapman & Sons Ltd. seiner *Gillian*. With a new Gardner 6LXB to replace her old Hundedest "thumper", Twin Disc gearbox, also a Lister Auxiliary and Lössie net hauler plus several minor alterations, she is virtually as good as new. Skipper Boie Andersen is putting her through her paces and will be keen to make up for lost time.

With a number of seiners waiting for the very popular Ramme seine rope drums which Marine Diesel Service (Grimsby) Ltd., now fits, the

Huckie seiner *Delma* (skipper-owned Kanud Jorgensen) sacrificed some valuable fishing time to take on a set.

Among boats to be fitted when things slacken off is the fly-shooter *Sloux*, which is having a set specially made to meet her needs.

One unexpected job on the otherwise fairly quiet slipways was very extensive repairs to the pair trawler *Paul Antony* after a nasty bump with the Humber Lightship. The impact shattered the stern, smashing frames and planking and caused considerable internal shifting and damage.

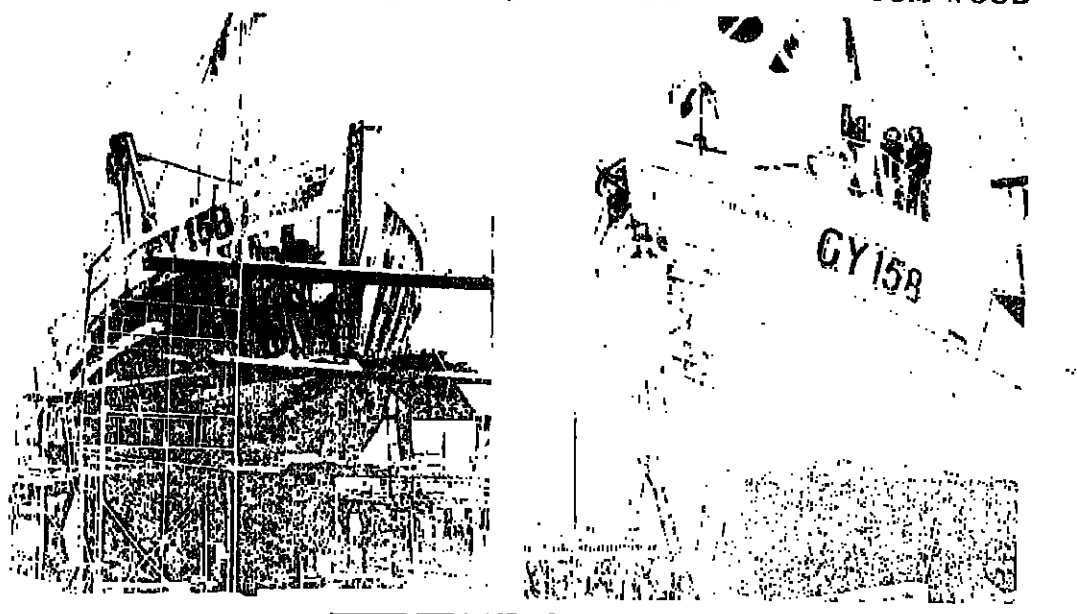
By working around the

clock, shipwrights Bridges & Salmon Ltd. amazingly sliced to pieces the original estimate for the job and, as always, are still setting a very high standard of workmanship. *Paul Antony* is paired with the former Boston Group seiner *Svendborg*, now renamed *Frembeck* (GY 380).

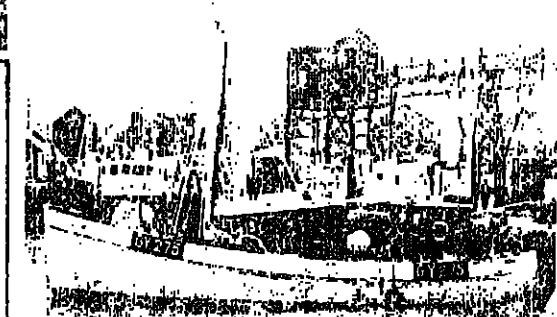
I end on a gloomier note this time: Grimsby's seiner owners are deeply concerned at the protracted business of the EEC in declaring their anticipated 200-mile limit and the low priority given to the negotiations to establish exclusive fishing zones.

Despite the present excellent fishing in the North Sea, its resources are finite if overfished and, if Grimsby is to prosper, our politicians must insist on a sensible figure. This should be well in excess of the 12-miles the industry fears the Government feels to be acceptable.

TOM WOOD

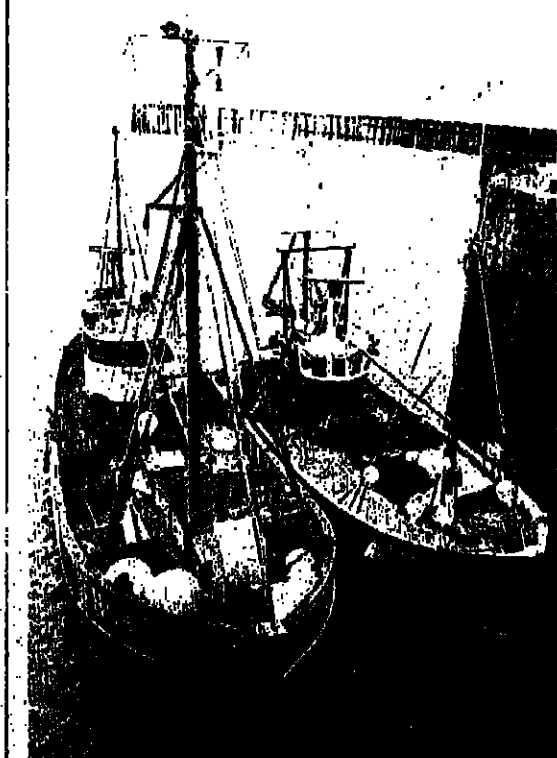


Above right: collision damage to the pair trawler *Paul Antony* and (above) the repairs at an early stage. The new stern is in position and damaged planks have been stripped off. Below: new addition to the fleet. *Beallach Mìle* arrives with a dogfish catch.



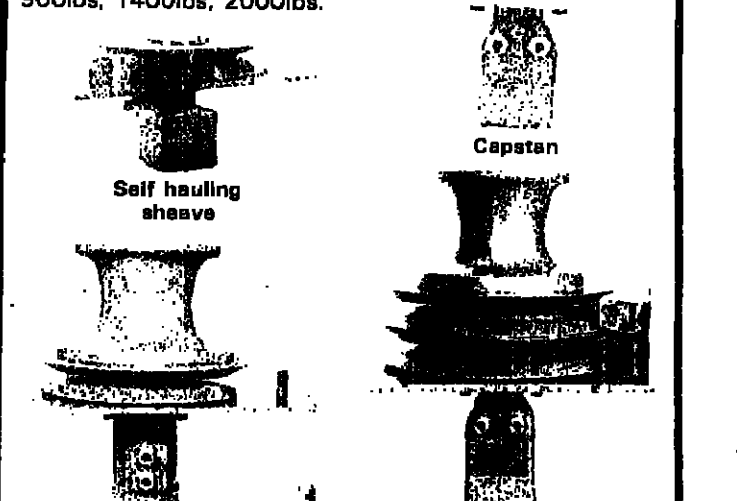
Above: *Gillian* back from Scarborough where she was fitted with a new Gardner 6LXB diesel, Lössie net hauler and a Lister auxiliary. A new engineroom casing extension was fitted.

Below: the Hull seiner *Falkenberg* awaits the tide alongside the liner *Pioneer* (KY35). Skipper of *Pioneer* is Mike Barker (below right), who says the dogs are a bit finicky.



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JULY 31, 1928

BOSTON Deep Sea Fishing Co. buys 17 steam trawlers for Fleetwood. The vessels were used for war service.

MANY Fleetwood boats are sold to France due to lack of work. They will be operated by English skippers and crews. Four boats have left this week for La Rochelle.

AN 82-year-old London fish-curer builds a house out of Norwegian fish boxes. Nails from the boxes were straightened and used again; the windows were a gift.

BOSTON (Lines) Corporation saves the steamer *Lockwood* at a cost of £10,000 and later sells her for £600.

